

OUR JOBBING DEPARTMENT
HAVING been REPLEN-
ISHED with a large as-
sortment of the latest EUROPEAN
and AMERICAN NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
the most rapid and at
very moderate rates.

CHINA MAIL OFFICE.

VOL. XLIX. No. 9548.

號五十九年九月三十日

Established February. 1845.

The China Mail

THE HONGKONG CHINESE MAIL.
華字華語
(Hongkong Wu Ti Tsui Yat Po.)
ISSUED DAILY.

ONE HU MAN,
Manager and Publisher.

SUBSCRIPTION:

Five Dollars a year, deliverable in Hong-
kong. Quarterly, \$1.00. Monthly, 15c.

Charges from \$2 per day upwards.

Special Rates for Families or Permanent
Residents. One month's Rent or without
Board, by day or month. Apply to the
Office, No. 37, 3rd Floor.

Hongkong, April 20, 1893. 1534

AGENTS FOR THE CHINA MAIL,

LONDON.—F. ALGAR 11 & 12, Clement's
Lane, Lombard Street, E.C. GEORGE
STREETER & CO., 30, Cornhill; GORDON
& GORKE, 14, Queen St.; E.C. BATES
HENDERSON & CO., 37, Walbrook, E.C.
SAMUEL HARRIS & CO., 150 & 164,
Denmark Street; V. M. WILLIS, 151,
Denmark Street; R. ROBERT WATSON,
150, Fleet Street.

PARIS AND EUROPE.—ANDERSON,
36, Rue Lafayette, Paris.

NEW YORK.—J. STEWART HANER, THE
CHURCH EVANGELIST OFFICE, 62, West
22d Street.

SAN FRANCISCO AND AMERICAN PORTS
generally.—BEAN & BLACK, San Fran-
cisco.

AUSTRALIA, TASMANIA, AND NEW
ZEALAND.—GORGE & GORKE, Mil-
bourne and Sydney.

CEYLON.—W. M. SMITH & CO., THE
APOTHECARY, Colombo.

SINGAPORE, STELATS, &c.—KELLY &
WALSH, LTD., Singapore.

CHINA.—MACAO, A. DA CRUZ, Amoy,
N. MOALE & CO., LIMITED, Foochow,
Habon & Co., Shanghai, LANE, CRAWFORD & CO.,
Yokohama, LANE, CRAWFORD & CO.,
and KELLY & WALSH.

Notice of Firm.

NOTICE.

MAN ON INSURANCE COMPANY,
LIMITED.

M. CHAU TEUNG FAT has been
appointed SECRETARY to the above
Company, vice Mr. Woo Lin Yuen, deceased.

By Order of the Board of Directors,

川桂 (KWAN HOI CHUEN),
Managing Director.

Hongkong, September 1, 1893. 1528

BANKS.

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-
ducted by the HONGKONG AND
SHANGHAI BANKING CORPORA-
TION. Rules may be obtained on ap-
plication.

INTEREST on deposits is allowed at
3% PER CENT. per annum. Depositors
may transfer at their option balances of
\$100 or more to the HONGKONG AND
SHANGHAI BANK, to be placed on
FIXED DEPOSIT at 5% PER CENT.
per annum.

For the Hongkong and Shanghai
Banking Corporation.

T. JACKSON,
Chief Manager.

Hongkong, May 15, 1893. 1515

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORIZED CAPITAL, £1,500,000.
SUBSCRIBED CAPITAL, £1,125,000.

BANKERS.

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at
the Rate of 2% per Annum on the Daily
Balance.

ON FIXED DEPOSITS:

For 12 Months, 5%

For 6 Months, 4%

For 3 Months, 3%

JOHN THURBURN,
Manager, Hongkong.

Hongkong, February 4, 1893. 228

HONGKONG AND SHANGHAI
BANKING CORPORATION.

Paid-up Capital, \$10,000,000.
Reserve Fund, \$3,900,000.
Reserve Liability of \$10,000,000.
Proprietors.

COURT OF DIRECTORS:

H. HORRIS, Esq.—Chairman.

C. J. HOLIDAY, Esq.—Deputy Chairman.

Carl Jantzen, Esq. A. McConachie, Esq.

H. H. Joseph, Esq. J. S. Morris, Esq.

Hen. J. J. Kewick, D. R. Sasoon, Esq.

Julius Kramer, Esq.

Chief Manager:

Hongkong—T. JACKSON, Esq.

Manager:

Shanghai—J. P. Wade Gardner, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2
per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months 3 per cent. per annum.

For 6 months 4%

For 12 months 5%

T. JACKSON,
Chief Manager.

Hongkong, August 19, 1893. 880

THE BANK OF CHINA, JAPAN,
AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL, £2,000,000.

CAPITAL CALLED UP, £51,000,150.

Board of Directors:

W.M. Kewick, Esq., Chairman.

Adolf von Andrée, Esq. F. D. Sasoon, Esq.

Egbert Iveson, Esq. H. D. Stewart, Esq.

David McLean, Esq.

Hongkong Committee:

The Hon. J. J. Kewick,
The Hon. C. P. Chater.

H. Horris, Esq.

Head Office:

3, PRINCES STREET, LONDON.

Bombay, CALCUTTA, HONGKONG & SHANGHAI
Agencies:

PEKING, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST.

Allowed on Current Accounts and Fixed
Deposits, can be ascertained on application.

CHARTREY INCHBALD,
Manager.

Hongkong, April 10, 1893. 947

Banks.

THE NATIONAL BANK OF CHINA,
LIMITED.

AUTHORIZED CAPITAL, \$1,000,000.

SUBSCRIBED CAPITAL, £500,000.

HEAD OFFICE—HONGKONG.

Directors:

H. STONEPORT, Esq.

CHAN KEE SHAN, CHOW TUNG SHANG,

Esq.

KWAH HOI CHUEN, Esq.

Chief Manager:

Geo. W. F. PLATTAIL.

Branches:

LONDON, YOKOHAMA, SHANGHAI AND
AMERICA.

Bankers:

THE COMMERCIAL BANK OF SCOTLAND,
PARIS BANKING CO. and THE ALLIANCE
BANK (LTD.).

Interest for 12 months Fixed 5%.

do 6 do. do. 4%

do 3 do. do. 3%

Current Accounts 2%

Hongkong, May 24, 1893. 47

Intimations.

BUSINESS NOTICES.

LANE, CRAWFORD & CO.

GARDEN TOOLS!

BEST LAWN SCYTHES.

GARDEN SHEARS.

TROWELS, RAKES, SPADES, HOES, DIGGING FORKS.

GARDEN SPADES.

EDGING KNIVES.

PRUNING KNIVES.

THERMOMETERS, SETS of GARDEN TOOLS, WATERING CANS.

ZINC GARDEN SPRINGS.

BRASS GARDEN SPRINGS.

SMALL GARDEN ENGINES.

NEW PATENT RESERVOIR SYRINGE or INSECTICIDE DISTRIBUTOR AND

SPRAY SHOWER.

LAWN MOWING MACHINES.

LANE, CRAWFORD & CO.

Hongkong, September 8, 1893. 1525

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THE CHINA MAIL.

[No. 9548.—SEPTEMBER 15, 1893.]

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1893.

(SUBJECT TO ALTERATION).

Tacoma Thursday Sept. 28.
Magui Thursday Oct. 19.
Victoria Thursday Nov. 9.
Tacoma Tuesday Dec. 12.
Magui Tuesday Jan. 2/94.

THE Steamship TACOMA, Captain J. Hill, R.N.R., sailing at Noon on THURSDAY, the 28th September, will proceed VICTORIA, B.C., and TACOMA via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in "undischarged" and one copy must be sent forward; and one copy must be sent to the Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, GARLILL & CO., Agents.

Hongkong, August 28, 1893. 1514

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS,

AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Kobe (via Nagasaki) THURSDAY, Sept. 28.
Kobe, Island Sea at 1 p.m.
and Yokohama) ...

Palau (via Nagasaki) THURSDAY, Oct. 28.
Kobe, Island Sea at 1 p.m.

Oceanic (via Nagasaki, Kobe, Island Sea, Yoko-hama) TUESDAY, Nov. 14.
Sea, Yoko-hama at 1 p.m.
Honolulu) ...

THE Steamship GALLIO will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on THURSDAY, the 28th September, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, reembarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, September 6, 1893. 1562

Intimations.



CALDBECK, MACGREGOR & CO.
Wine and Spirit Merchants,
15, Queen's ROAD.
Hongkong, August 18, 1891. 1512

SANTAL-MIDY.

The pure Essence of Santal obtained by Midy's process from the best Myrra wood.

SANTAL-MIDY entirely different from the Santal oil of the Indian Bazaar, is superior to Copalina, Cubeb, or injections, and free from all bad smell of other inferior substances.

SANTAL-MIDY cures all disorders of the urinary organs in either sex in 48 hours.

SANTAL-MIDY is contained in small round Capsules, each of which bears the name **SANTAL-MIDY** in black letters, without which none are genuine.

SANTAL-MIDY Beware of imitations. All other Capsules or mixtures contain impurities, resins, oils, &c., and are worse than useless.

SANTAL-MIDY is sold by all druggists and medicine dealers throughout the world.

Paris: 8, Rue Vivienne, 6.

For Sale by A. WATSON & CO., Chemists.

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTO PORTS;

ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON MONDAY, the 18th day of September, 1893, at 3 p.m., the Company's
S.S. *GERA*, Captain W. V. SCHROEDER,
with MAILED PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at NAPLES and GENOA.

Shipping Orders will be granted till
noon, on SATURDAY, the 16th September,
Cargo and Specie will be received on
board until noon on MONDAY, the 19th
Sept., and Parcels will be received at the
Agency's Office, until noon on SATURDAY,
the 17th Sept. Details of Parcels are
required. No Parcel Receipts will be
issued at less than \$2, and Parcels should
not exceed Two Post Cubic in measure-

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
Linon can be washed on board.

For further Particulars, apply to
MELOHRS & CO., Agents.

Hongkong, August 28, 1893. 1504

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA

THE OVERLAND RAILWAYS,
AND ATLANTIC & OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Kobe (via Nagasaki) THURSDAY, Sept. 28.
Kobe, Island Sea at 1 p.m.
and Yokohama) ...

Palau (via Nagasaki) THURSDAY, Oct. 28.
Kobe, Island Sea at 1 p.m.

Oceanic (via Nagasaki, Kobe, Island Sea, Yoko-hama) TUESDAY, Nov. 14.
Sea, Yoko-hama at 1 p.m.
Honolulu) ...

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Through Passengers Tickets granted to England, France, and Germany by trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, reembarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, September 6, 1893. 1562

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTO PORTS;

ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

To-day's Advertisements.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship
Catherine Apca,
Capt. J. G. O'BRIEN, will
be despatched for the
above Ports on SATURDAY, the 23rd
Instant, at Noon.

For Freight or Passage, apply to
DAVID SASQUIN, SONS & CO.,
Agents.

Hongkong, September 15, 1893. 1603

'Shell' Line of Steamers.

S.S. *Trocas*,
S.S. *Spondylus*,
S.S. *Elaeis*,
S.S. *Volute*,
S.S. *Bulbous*.

S.S. *Trocas*,
S.S. *Turbo*,
S.S. *Conec*,
S.S. *Clam*.

S.S. *Trocas*,
S.S. *Elaeis*,
S.S. *Volute*,
S.S. *Bulbous*.

FOR HAMBURG AND LONDON,
Taking Cargo on through Bills of Lading to
NEW YORK.

The Next Sailing will be
the Steamship
E.L.A.Y.
Lewis Bangs and Sons,
London, on about 1st October.

For Freight, &c., apply to
SHewan & Co., Agents.

Hongkong, September 15, 1893. 1483

TO-DAY'S ADVERTISEMENTS.

The Next Sailing will be
the Steamship
E.L.A.Y.
Lewis Bangs and Sons,
London, on about 1st October.

For Freight, &c., apply to

SHewan & Co., Agents.

Hongkong, September 15, 1893. 1483

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,

PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES, LONDON, HAVRE AND BORDEAUX.

ALSO

PROPOSED SAILINGS FROM HONGKONG.

Kobe (via Nagasaki) THURSDAY, Sept. 28.

Kobe, Island Sea at 1 p.m.

Palau (via Nagasaki) THURSDAY, Oct. 28.

Kobe, Island Sea at 1 p.m.

Oceanic (via Nagasaki, Kobe, Island Sea, Yoko-hama) TUESDAY, Nov. 14.

Sea, Yoko-hama at 1 p.m.

Honolulu) ...

THE U. S. Mail Steamship CITY OF NEW YORK will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on THURSDAY, the 21st September, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Shipping Orders will be granted till

noon, on SATURDAY, the 16th September,

for San Francisco, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on THURSDAY, the 21st September, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to

Han Chai's notorious ear-ring snatcher, was handed over by the Police yesterday to the Chinese Authorities, by whom he is wanted on a charge of murder. Last August this gentleman was interrupted by a policeman while snatching earrings on the streets of Canton. He drew a revolver and shot the policeman dead, escaping to Hongkong, where he was arrested some time ago.

At the Magistracy this morning Lo A Sun, coolie, was charged before Mr H. E. Wodehouse with causing the death of his wife, Lo Ki Mi, in their house at 73 Market Street. It is alleged that the accused quarrelled with his wife on the night of the 13th inst. and struck her on the side. She died an hour or two after. The woman was pregnant. That night a post mortem examination of the body was made by Dr Cantlie and Dr Marques, who found that death resulted from syncope consequent on a rupture of the spleen. The accused was remanded.

The outlook for the China tea trade (says the *Statesman*) does not appear very promising, and unless Sir Robert Hart can bring some reduction in the export duty, to enable local shipping firms to compete on equal terms with exporters from Calcutta and Ceylon, all hope, we fear, of continuing the business must be given up.

London requirements of the class of tea usually imported have sunk to 17 million pounds,

a reduction on last year's demand of no less than 7 million pounds, so that it is easy to calculate how soon the China trade with London will become a thing of the past.

We are well-known, the first Chinese port to go to Russia, and, probably, the Siberian railway system is now the chief product of the China plantations, will all trend in the direction of Moscow, the growers confining themselves to turning out tea but the finer sort.

At any rate it is manifest that the common kinds that are now imported into Great Britain to provide colour for India teas, can no longer be grown at remunerative prices, and the supply of the hongs is falling off to such an extent that three vessels have lately had to leave Hankow unable to fill up, though up to last year that port was always reckoned for a certain cargo. The fact is that the London buyers will not now look at anything over 6d., and the margin this affords is no inducement to China shippers. The result is that the British demand for fine tea is restricted, and the end will not be far off, as far as the London market is concerned. China must look to Russia to share of the total collapse of the industry, though even from that quarter no prolonged resistance can be looked for.

On the 20th of the month of July, the *Daily News*, writing from one of the ironclads during the recent naval manoeuvres, gives the following account of an exciting incident:

"How near we were to a mishap during the fog of last Friday, when an Atlantic liner passed between our division I have only just learned, though the incident was briefly referred to in a former letter. It appears that the steamer, going at sixteen knots speed, was nearly upon our flagship before anybody heard the throb of her engines. Then the *Alexander's* siren sounded a single blast, which indicated her station number, and served as a guide for other ships in the line. According to the account given by Mr. Cox, the *Alexander* had been navigating in a fog, and at this single blast was told 'Stand clear.' I am going to stand by."

"The *Alexander* answered, as in duty bound, by two blasts, showing her exact station number. But these would be interpreted by a merchant ship as meaning 'I am going to port.' Then the *Golatas* notified her position by three blasts, and these the stranger probably understood as saying 'I am going full speed astern.' The captain of that mail steamer must have wondered what had happened to him when he heard three unseen ships signal such contrary warnings in rapid succession. If he had attempted to avoid one ship going to starboard and a third going fast astern a collision would have been the probable result. Luckily he kept his head and the course, so that nothing happened more serious than strong language. What would result in case of collision between an Atlantic liner laden with passengers, and going at full speed, and one of the great ironclads, is too terrible to contemplate. If she ran into any of them it would be bad for her. A ship like the *Banbow*, the *Alexander*, or the *Aurora* would go through anything not ribbed with steel and triple armour-clad, as a cannone ball would go through the walls of a suburban villa."

THE LOSS OF THE BRITISH BARQUE FLORENCE TREAT.

(Communicated.)

A Memorial Service for those who lost their lives on board the *Florence Treat*, which was driven on to the rocks near Breaker Point at 2 a.m. on Friday morning, 8th inst., was held last evening in St. Peter's Seamen's Church. A considerable number of seamen assembled to show their respect to the memory of their brother seamen who were so suddenly hurried into eternity.

Captain Paulson and his wife and family have many personal friends both at home and abroad in Hongkong. He was universally respected as a true specimen of Englishman and a Christian man. Since May 2nd 1887 he had been connected with the "Missions to Seamen" as an honorary Helper to promote Divine Worship on board ship and encourage Godly living among Seamen. The service consisted of a portion of the Burial Service, with the Hymn "A few more years shall roll." Pierce ranged the tempest's deep, and "Days and moments quickly flying." The latter hymn was sung kneeling at the conclusion of the service.

The Chaplain (Rev'd. A. G. Goldsmith) gave a short address from the text "Here we have no continuing city, but we seek one to come."

As has already been reported in the newspaper Captain Paulson's second son, David aged 12 years was saved; together with two of the native crew. There can be no doubt supposing any pecuniary help is needed, that sympathizing friends help will be found ready and willing to help this little orphan lad.

Our correspondent adds:—I have heard from H. B. M. Consul in Swatow and he will send little David Paulson to Hongkong, pending communication with the boy's relatives in Australia. I understand that he was not on the ship's articles, so he will probably be dependent upon the charity of friends to send him home to Australia.

This, we believe, can be easily done.

S.D. C. M.

THE TYPHOONS.

A correspondent in Amoy sends us the following notes with reference to the typhoons:—

September 12.

We had seven blows here yesterday and last night, and there is no doubt that a typhoon was in the vicinity.

All day Monday the wind blew with great and increasing force from the North, and the glass fell steadily as per reading I took appended:—

11th 7.30 a.m. 29.66

29.52

29.48

29.33

29.23

29.10

29.37

29.40

29.54

29.65

29.73

HONGKONG HOTEL COMPANY, LIMITED.

The half-yearly meeting of the shareholders of this Company was held in the Hotel this afternoon. Mr. Jones Hughes (Chairman) presided, and there were present: Messrs J. H. Cox and F. A. Rose (Directors), H. L. Lyall (Secretary), C. A. Rotondo, W. P. Fraser Smith, D. G. Hawkes, V. A. Carter Hawkins, H. E. R. Hunter, W. H. Potts, W. H. Gaskell, S. Benjamin, Rustonoe, Ho Tong, Lung Shu Kong, Ting Yau Man, Chan Poon Poo, Tong Wa Chue, Shun Kee, Cheung Chee and Lee Yu Tong.

Mr Lyall read the notice calling the meeting.

The Chairman said:—Gentlemen, the report having been in your hands for some days, with your permission we take it as read. The Directors regret that they are unable to give you a better report, but that is accounted for by there being so many visitors to the Colony as expected during the said period of six months, as compared with that of last year. We do not consider that the high level hotels have affected our hotel much, as both of them have mostly had local residents who would not live in the hotels on the lower level.

I understand that no such tide has been known for 20 years! What the amount of tea damaged is I have not yet ascertained—the loss I presume will fall on the tea-men, except in the case of tea bought outright.

I hear the damaged tea is valued at \$30,000. The Customs godown is also flooded.

September 13.

The typhoon I referred to is the one which was experienced in Hongkong on Saturday and which we felt have slightly—not confused the two. The *Chang*, which takes this, was hove to off Chang Island from 5 p.m. on Monday 11th inst. to 12th, and the Captain reported having encountered a very bad typhoon in his experience, so we got off early. I myself had a hull for about 20 minutes at 1.30 a.m. on the morning of the 12th, and the wind, which had previously been blowing from N.E. raged and blew with greater force from S.E. Considerable damage has been done to roads &c. by the sea, but all houses have come through pretty well.

The P. and O. steamer *Caxton*, which arrived from the north yesterday, encountered a typhoon on the night of the 11th and morning of the 12th inst. By the courtesy of Captain Field we are able to give particulars of her experience.

The *Caxton* left Shanghai on the afternoon of the 9th inst. Down to Tang Ying she experienced a fresh S.E. wind, which moderated slightly on the run down to Tamsui. The steamer was off Tamsui at 8 a.m. on Monday, 11th inst., the aeroil then showing 29.76, and the wind beginning to freshen again. As the glass had fallen from 29.83 at 4 a.m., Captain Field thought he was either going to meet a typhoon or to pass a strong N.E. gale, and he made arrangements accordingly. He was safe for 4 a.m., and hoped to get into port before the worst of the blow. The wind was coming from the east, and shifted to N.E., increasing to a gale at noon, when the barometer had fallen to 29.46. Field seemed no doubt now that a typhoon was imminent, and as it was impossible to make Amoy, the weather being too hazy and the sea rough, Capt. Field made the best position he could for heaving to. The cables were kept in readiness for paying out over the bows, and at 1 o'clock the steamer had come to under a storm trysail, the engine keeping her to the wind. The wind was now coming from the north. At 2 o'clock the barometer had fallen to 29.39, and at 4 o'clock to 29.38. At this time the sky was overcast, the sea was high, and the wind had increased to a strong gale, coming in violent gusts, accompanied with heavy rain. The barometer readings for the next few hours were:—At 5 o'clock, 29.33; 6 o'clock, 29.30; 7 o'clock, 29.27; 8 o'clock, 29.20; 9 o'clock, 29.17; and at 10 o'clock, 29.10. The wind shifted suddenly to E. In spite of the heavy confused sea, the ship was behaving well. Soundings were taken every hour to see how she was setting, and it was believed that though she was not making headway she was keeping her position about mid-channel. Oil was poured down the weather latrine forward, apparently with good effect, for no headway was made. At 11 o'clock the barometer had risen to 29.11, and the wind continued very hard E. by S., blowing in terrific squalls with blinding rain. At midnight, the fierce gale and confused sea caused the steerage, which was running light, to labour heavily. The oil was kept flowing, but water was shipped occasionally, and a high cross sea shipped at 3 a.m. on the 12th inst. carried away the starboard outer. The wind went to E. S. E. at one o'clock, and at 4 o'clock was blowing with hurricane force from S. E. The barometrical readings were:—midnight, 29.18; 1 o'clock, 29.28; 2 o'clock, 29.40; 3 o'clock, 29.45; 4 o'clock, 29.50; 5 o'clock, 29.60; 6 o'clock, 29.64; and at 7 a.m. on the 12th 29.70. About four o'clock the steamer was rolling heavily, but the crew worked admirably in manouvering her and she behaved well. Before the wind moderated about nine o'clock there was one gust of terrible violence, and the steamer was now heading eastward. The steamer was now headed for Amoy, and Dodd Island Lightship was sighted at 10:30 a.m.

Before the storm rose a junk was seen at some distance off the coast endeavouring to run in land for shelter, but it is supposed she must have failed in the attempt. It is thought that so, she could not have weathered the typhoon, but must have been lost, with all hands.

The P. & O. Company's steamer *Perseverance* caught in the same typhoon, but was to the eastward than the *Caxton*. The typhoon seems to have come through the Babao Channel, and after sailing in a northerly direction, crossed the mainland south of Amoy. The *Caxton* must have been near the centre of the typhoon at one time. Captain Field was asked about crossing the track of a typhoon, as recommended by the Director of the Observatory in his recent lecture to the Marine Officers' Association. The Captain was a little dubious as to the certainty of knowing the correct position of a ship in relation to a typhoon, but assuming he knew he was in the dangerous semi-circle he thought the chances of running across the track, keeping in view the probability of being drawn into the eye, was one which could be carried out only with the greatest danger, and it was a risk he was not prepared to undertake. In writing to the Secretary he does not come under the Head of Trade regulations, so he will probably be dependent upon the charity of friends to send him home to Australia.

Our correspondent adds:—I have heard from H. B. M. Consul in Swatow and he will send little David Paulson to Hongkong, pending communication with the boy's relatives in Australia. I understand that he was not on the ship's articles, so he will probably be dependent upon the charity of friends to send him home to Australia.

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THE CHINA MAIL.

[No. 9548.] SEPTEMBER 15, 1893.

Intimations.

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'The China Review' for September-October fully maintains the high standard of excellence which characterizes that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritze, on "The Amount of Precipitation and Snow" in Peking." The results of the observations at Peking, from 1841 to 1890. "Notes on the Dutch Occupation of Formosa" by Mr. Geo. Phillips contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classic of Nan-Hua," and the Notes and Queries are as usual very interesting.—'North-China Daily News.'

A substantial and reliable Review which all students of China and the Chinese would do well to patronize.—'Orientalist.'

The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr. Herbert A. Giles on the 'New Testament in Chinese' is of a question that must necessarily be of great importance in the eyes of all missionaries.

Mr. E. H. Parker's "Short Journeys in Szechuan" are confirmed, and a goodly instalment of these travels in the interior of China is given. Mr. F. H. Balfour contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which "On Chinese Oaths in Western Formosa and Java" might appropriately have been placed under a separate heading, complete the number.—'H. K. Daily Press.'

"Frobisher's Record" contains the following notice of the China Review:—The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the 'Calcutta Review.' The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular service, the Chinese Customs corps, and the like body, who, while a high degree of Chinese scholarship is now abundantly cultivated, and where severally represented in the first number of the Review by papers highly creditable to their respective authors. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-po, by Mr. E. G. Bowra, is not only historically valuable, but is also distinguished by his literary grace. Brief notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that "Notes and Queries" are destined to find a place in the paper also. It is to be hoped that this opening for contributions to the Review subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the China Review may receive the support necessary to insure its continuance.

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